

Oakville Triangle Meeting #2 Community Responses

		Contact Information			
	Response Date	Name	Zip Code	Please provide any questions or comments related to the April 16th recorded presentation posted on the project webpage.	Applicant Response
1	2020-04-17 14:16:47	Corey Faherty	22305	Please stop building so much parking. Providing this much parking is dangerously bad for both our health and our environment. And it is completely unnecessary at this location, which is three blocks from a new metro station and immediately adjacent to a rapid transit bus line. Use the space for literally anything else: more homes, more retail, more open space, bike lanes, sidewalks... anything but parking. We're supposed to be building a modern city and these designs are stuck in 1995. Please do better.	The project is designed to reflect its metro proximate location. The residential parking will likely provide for approximately 1 space per unit, the HealthPlex will have approximately 375 available parking spaces and the retail will have approximately 200 spaces.
2	2020-04-17 18:51:13	Patrick Myers	22301	Thank you for providing these presentation recordings. I'm a resident of Potomac Yard I was pleased to see an interest in adding an intersection at Fannon St. Not only would this provide vehicle access to the HealthPlex from the south but also pedestrian pathways for Potomac Yard residents who want to easily access the planned retail and into Del Ray as well.	We are studying a signalized full movement median break at Fannon and Route 1. This will enhance the vehicular and pedestrian access into and out of the site. Stonebridge agrees that this intersection will help the movement of pedestrians and create a more walkable community from Potomac Yard to Mount Vernon Ave.
3	2020-04-20 22:05:08	John Sheridan	22013	A very-wide pedestrian bridge, aesthetically pleasing, should be placed over Route 1 at Swann Street.	The project is designed to be pedestrian friendly with safe movements through the project to Del Ray and Potomac Yard.
4	2020-04-21 00:19:54	Garrett McWilliams	22301	Thanks, great to see this turning away from all the retail! We're very excited about the healthcare component and the expanded park area!	
5	2020-04-26 21:06:19			My main takeaway from this project is more noise and light pollution infringing on my backyard. A road where now I see the back of a quiet, dark industrial building. Townhouses directly across from my back yard. And all of this unwanted change will come with years of construction noise and traffic. Very disappointing.	The changes from the prior Oakville plan has reduced the amount of road planned for the western edge of the project, significantly increased the amount of green space with the addition land proposed to be added to the Mt. Jefferson Park plan and with reduced scale of development west of Oakville Street.
6	2020-04-29 18:48:58		22301	Will there be pedestrian access from Swann Ave to Stewart Ave so that Potomac Yard residents can have another access to Del Ray shops and restaurants?	Pedestrian access will be provided via Mount Jefferson Park from Swann Ave.
7	2020-04-30 13:54:29		22301	There is too much residential in this development as compared to a mix of uses, and far too much residential for the minimal open space available in this area. Parking will be a nightmare, as townhome owners (no matter what HOAs try to do) will often use their garages as storage. See, e.g., Potomac Yard across the street. Also, what plan is in place for the developer to help Mt. Vernon Community School deal with this new influx of students. Last I checked, MVCS has significant capital improvement needs AND is over capacity. Same goes for GW Middle and T.C. Williams. I'd be willing to trade some affordable housing for a comparable contribution to the school capital fund, now that our economy has tanked and expansions/repairs are being delayed throughout ACPS. We cannot keep plopping down dense developments like this and then wonder years later how our schools are suddenly so overcrowded.	The proposed residential development is slightly less than provided for under the approved Small Area Plan and than previously proposed for the site. During the Small Area Plan process the City did long range planning for a range of City infrastructure needs - including schools - to ensure the City's vision could be successfully implemented and served by key City services.

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8	2020-04-30 18:46:07	James Waynick	22305	I live within a short distance of the Oakville Triangle redevelopment site. I love the idea of the area being redeveloped and I look forward to having an Inova healthplex in the neighborhood. While we have great healthcare in the region having a facility like this that is close to several densely populated areas is very beneficial. Additionally, I really like keeping the building heights down closer to the Del Ray/Jefferson Park area, I think it will help to retain a less dense feeling along the eastern edge of Del Ray. I have a few concerns though. First, there are a number of business in and around the redevelopment site that are really part of the community. My specific concern is Nature by Design, a unique garden/plant nursery that specializes in native plants. If Nature by Design is pushed out there will be large deficit of access to native plants for gardeners and landscapers in the area and a loss of a business. In the current plan, will they be able to exist at the end of Calvert St? Based on the Jefferson Park plan, there is a dog park slated to be installed in the vicinity of the nursery. Could the dog park move further south along the trail, possibly in the new addition to the park, in order to retain the nursery's property. I'm glad to see an effort to clear out the invasive species and tackle the drainage issues along the trail as well. I'm also glad to see the notes about using native plants, I hope that effort is expanded throughout the Jefferson Park area and the rest of the development. Finally, with regards to the healthplex, will the ambulances be required to turn off their sirens before entering the Oakville neighborhood during night/early morning hours?	Stonebridge does not control the property currently housing the nursery and has no plans for acquiring it. The planning and programmatic design for the Mt. Jefferson Park was a City/Community lead process during the previous approval process. Stonebridge will help coordinate but certainly not dictate the planning for the expansion. Inova has stated there will be on average 4 - 5 ambulance trips per day related to/from the HealthPlex - some of which will be taking patients to their main hospital.
9	2020-04-30 19:08:11		22314	There is already a Park Road in Alexandria. Does someone not know this already?	Stonebridge shall work with Staff during the approval process to develop an appropriate name for this road.
10	2020-04-30 19:17:36			Thanks for the sections through the site illustrating the building heights. The postponement of the previous plan has resulted in a better solution for the houses along Randolph Ave. Has the city green-lighted the intersection/crossing of the Metroway at Fannon Avenue? I noticed the properties along Calvert Avenue are not included in the current presentations. Are they no longer part of the redevelopment?	We are studying a signalized full movement median break at Fannon and Route 1. This will enhance the vehicular and pedestrian access into and out of the site. The properties on the north side of Calvert Street are included in the Small Area Plan. However they are not controlled by Stonebridge with the exception of one parcel. At this time, Stonebridge does not have plans for its building north of Calvert which has very limited re-development potential per the Small Area Plan.
11	2020-04-30 19:54:32	Samantha Ahdoot	22301	Health facilities across the country are leading their community efforts to reduce carbon emissions and mitigate climate change. Winchester Hospital is installing the largest solar system of any hospital in Virginia. Secure Futures Solar is building the system and then will bill Winchester for the supplied energy. There is ZERO upfront cost. The system will then save the hospital \$80,000 per year. Inova has an opportunity with this facility to become a healthcare climate leader, while saving money. Inova even has sustainability staff already who, if asked, will make this happen. Why wouldn't Inova do this? https://www.winchesterstar.com/winchester_star/wmc-announces-plans-to-go-partially-solar/article_61605df2-9e7d-5b57-ae16-52c5cf533d3b.html Inova	Sustainable Design and Resiliency will be an important component in Inova's programming, design and post occupancy operations.

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12	2020-04-30 19:56:38	Andrea Koslow	22301	I wish I could understand a little better how this will back up to the trail behind the current Oakville warehouses now. It looks like there will be a big road where the warehouses are now? The explanation helped some but a 3D image or model would help more.	Park Road is proposed on the western edge of Block D to serve as a delineation between the public Mount Jefferson Park and private townhome development and to enhance the street grid in the area. While specific heights are still being studied, generally, Block D closest to the Park on the north will be no more than 45 feet until a potential transition near Oakville Street (this is less than the currently approved). Block C (adjacent to the new expansion of Mount Jefferson Park) will have 45 feet heights transitioning to 75 feet. Please refer to the site sections found within Presentation #2 for a detailed look at the relationship between the development and MJP.
13	2020-04-30 20:00:22	Adam Bibler	22301	When considering the two rt. 1 intersections, please consider pedestrian safety. Many people living in the Potomac yard housing will be able to walk to the Oakville triangle retail and medical clinic, and residents of Oakville will walk to the Potomac Yard Giant and other retail. Also with so much housing and a metro nearby, consider that there might be too much parking for the retail. The developer could save money by reducing the parking and ensure there will be less traffic.	The proposed intersection at Fannon St. and Route 1 supports full pedestrian movement across Route 1. The residential parking will likely provide for approximately 1 space per unit, the HealthPlex will have approximately 375 available parking spaces and the retail will have approximately 200 spaces.
14	2020-04-30 20:01:58	JC Herz	22301	Is there a way to phase this so that park improvements happen earlier rather than later? Three years seems a really long time to wait for a more livable park and a dog park, which folks in this area really need. Huge amount of good will would be earned with a commitment to do early work on the dog park.	Stonebridge remains committed to delivering Mount Jefferson Park in the first phase of development and in advance of issuance of the first Certificate of Occupancy for any new building in the Oakville Triangle.
15	2020-04-30 21:18:11			How does Inova plan to incorporate renewable energy, sustainable building and other environmental considerations into this plan?	Sustainable Design and Resiliency will be an important component in Inova's programming, design and post occupancy operations.
16	2020-04-30 22:41:36	David Fromm	22301	Thank you for providing/confirming the details on the building heights. My other comments are as follows. Fannon Intersection: Opening an intersection at Fannon might raise questions about intersections at other streets (e.g., Windsor got the fire station). The Fannon intersection would only serve Oakville and would slow north/south traffic on Rt 1. Would it be on demand only? Block C: Please confirm the setback of the building from the park. In the approved plan, a minimal set back was established not only for the Oakville properties being considered here but for those south of Fannon. One exception tends to beget others. Might want to consider flipping the building east to west, bring the courtyards to Oakville Street. This would serve to bring more green space into the development (the park won't miss the courtyards). It would also increase the number of apartment windows looking out onto green space. The Mount Jefferson/W&OD Park: I realize that the City has invested in creating the current park plan, but it has been five years. More people are using the park now and a lot of people like the natural aspect of it. Since the City is getting 3/4 of an acre that can be programmed, perhaps more of the current natural trail adjacent to the existing to the existing residential can remain natural. Providing/maintaining habitat corridors is a good thing. Sincerely, David Fromm, At-Large Member of Oakville Triangle & Route 1 Design Guidelines Advisory Group 2307 E Randolph Avenue alsdmf@earthlink.net	Initial traffic results have shown minimal impact to adjacent intersections along Route 1 as a result of the incorporation of the Fannon Street cross over. Additional study and City review is currently underway and the Traffic Report should be finalized by the end of July. The plan amendment does not propose any changes to those areas south of Fannon St. The orientation of the Block C building is as such to allow the building height to step down toward MJP and the existing residential homes to the west. The planning for the expansion of Mt. Jefferson Park will continue to be City/Community lead process. Stonebridge will help coordinate but certainly not dictate the planning for the expansion.
17	2020-04-30 23:08:21		22314	Better transit options need to be developed to directly connect Old Town and Potomac Yard. Currently there are none (and no, the Metroway isn't it).	The City will address infrastructure during its formal review of developments in this area.

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18	2020-05-01 00:31:37	Jim Bermudez	22301	I live on E. Raymond Ave. I live in the section that has the number eight on it. My concern is this: What type of buffer are you going to offer us so that we are not being towered over by these massive town houses you are going to be putting in?	The properties on the north side of Calvert Street are included in the Small Area Plan. However they are not controlled by Stonebridge with the exception of one parcel. At this time, Stonebridge does not have plans for its building north of Calvert which has very limited re-development potential per the Small Area Plan. The new townhomes to be constructed with this development located on the south side of Calvert Street and not adjacent to the homes on the south side of E. Raymond Ave.